Daily Diary Report by Bid Item

Contract No.: **04-0120F4**
Diary #: **121** **Const Calendar Day:** 309 **Date:** **14-Jul-2010** **Wednesday**
Inspector Name: **Wilcox, Jason** **Title:** **Transportation Engineer**
Inspection Type: Intermittent
Shift Hours: 06:30 am 05:00 pm **Break:** 00:30 **Over Time:** 02:00
Federal ID:
Location:
Reviewer: **Jefferson, Paul** **Approved Date:** 11-Nov-13 **Status:** Approved

04-0120F4
04-SF-80-13.2/13.9
Self-Anchored
Suspension Bridge

Weather

Temperature **7 AM** 40 - 50 **12 PM** 50 - 60 **4PM** 50 - 60
Precipitation **Condition** Clear

Working Day ☑ If no, explain:

Diary: Dispute ☐

General Comments

OFFICE WORK:

•Reviewed U-rib offset data from Thanh Le
•Followed up on the response to Submittal 1637
•Checked on the status of my Home Storage Permit

FIELD WORK:

Check Thanh Le's diary for the W-Line work and David Bradd's diary for the E-Line.

CONVERSATIONS:

1) In the morning I spoke with Tai-Lin Liu, Thanh Le, and David Bradd about the data Thanh gathered on the U-ribs at the 5W/6W splice. Some of the offsets are greater than 2 mm and do not have shims. Some offsets are greater than 4 mm and do not have a "C" channel. It was agreed that the ones that have no shims but have an offset greater than 2 mm shall have shims placed. It was also agreed that the measurements showing an offset greater than 4 mm should have a "C" channel.
Thanh set up a meeting with Dan Hester to go over this information in the field. Paul Jefferson met up with Thanh, Dan, Tai-Lin, and myself on site. On the U-ribs that have offsets greater than 5 mm on both sides will get "C" channels, (#'s 26, 27, 35, and 37), while the couple of U-ribs that have 5 mm, and 5.5 mm offsets on one side, but 2 mm and 3.5 mm offsets on the other will get shims placed without the "C" channels. This was agreed to and the work continued.

2) I was informed by Rick Bettencourt at 1100 hours that he wrote an Incident Report. Since neither of us could talk at that time, I called him back at 1500 hours. He told me that there was a Planar Misalignment issue at the 5W/6W Top Deck, Plate A. Normally, prior to welding, the joint is given an "OK" to begin "tack welding." After the tack welding is complete, another "OK" is given to make sure no distortion has occurred, causing Planar Misalignment. This last step did not occur this afternoon. After the tack welds were complete, more measurements were taken and there were minor misalignments. Rick informed QC, but they responded that they were told not to inspect the joint after the initial "OK" was given.

3) Scott Tudor called me to see what the latest information was on the access platform that was left inside of Crossbeam 1 accidentally. They need to cut the platform in order to remove it, but getting the galvanized coating on it means that it needs to be done at an approved shop. This has taken some time to find out if there is one.

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